

# The China Mail.

Established February, 1845.

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號八十月二十年六十八百八千一英

HONGKONG, SATURDAY, DECEMBER 18, 1886.

日三十月一十年戌丙

PRICE, \$2 PER MONTH.

## NOTICE.

### RULES OF THE HONGKONG SAVINGS BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
- 2.—Sums less than \$1. or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.
- 3.—Depositors in the Savings Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
- 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—Correspondence as to the business of the Bank if marked *On Hongkong Savings Bank Business* is forwarded free by the various British Post Offices in Hongkong and China.
- 7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the  
HONGKONG & SHANGHAI BANKING  
CORPORATION,  
JOHN WALTER,  
Acting Chief Manager.

Hongkong, June 7, 1887. 764

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000  
RESERVE FUND.....\$4,500,000  
RESERVE FOR EQUALIZATION  
OF DIVIDENDS.....\$200,000  
RESERVE LIABILITY OF PROPRIETORS.....\$7,500,000

COURT OF DIRECTORS.  
Chairman—A. McIVER, Esq.  
Deputy Chairman—M. GUYOT, Esq.  
Hon. J. BELL, Esq.  
O. D. BOWEN, Esq.  
W. H. F. DARR, Esq.  
H. L. DARTMOUTH, Esq.  
Hon. J. P. McEWEN.  
Hon. F. D. SARGENT.

CHIEF MANAGER.  
HONGKONG.....THOMAS JACKSON, Esq.  
Acting Chief Manager—JOHN WALTER, Esq.  
SHANGHAI.....JOHN WALTER, Esq.  
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG.  
INTEREST ALLOWED.  
ON Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.  
On Fixed Deposits:—  
For 3 months, 3 per cent. per annum.  
" 6 " 4 per cent. " "  
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.  
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.  
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,  
Acting Chief Manager.  
Hongkong, August 28, 1886. 947

## Notice of Firm.

### NOTICE.

WE have authorized Mr. ED. MILLER to Sign Bills of Lading in our Name from this date.

SIEMSEN & Co.  
Hongkong, November 29, 1886. 2274

## Intimations.

### HONGKONG CLUB.

#### NOTICE.

AN Extraordinary General Meeting of the MEMBERS of the CLUB will be held in the Club House on TUESDAY, 21st December, at 4.30 p.m. for the purpose of confirming the Resolutions passed at the Extraordinary General Meeting on the 2nd Instant.

By Order of the General Committee,  
O. H. GRAEVE,  
Secretary.

Hongkong, December 14, 1886. 2374

## THE INDIAN ENGINEER.

AN announcement having appeared of the proposed issue of the first number of a Periodical to be entitled "INDIAN ENGINEERING" on 1st January 1887, and some of our Subscribers having written to us that they understand the publication of the "INDIAN ENGINEER" has ceased, we hereby give notice that the publication of the "INDIAN ENGINEER" will continue as heretofore, and that we are in no way connected with, or interested in, the proposed Periodical to be called "INDIAN ENGINEERING."

Mr. P. DOYLE has ceased to be the Editor of the "INDIAN ENGINEER," and in no way connected therewith.  
W. NEWMAN & Co., LIMITED,  
Proprietors and Publishers of  
"THE INDIAN ENGINEER."

4, DALHOUSIE SQUARE, CALCUTTA. 2368  
HONGKONG HIGH-LEVEL  
TRAMWAYS COMPANY,  
LIMITED.

NOTICE is hereby given that a General Meeting of the Company will be held at the Company's Office, No. 20, Queen's Road Central, on THURSDAY, the 23rd December, 1886, at 11 o'clock Fornoon.

MACFARLANE, FRICKEL & Co.,  
General Managers.  
Hongkong, December 9, 1886. 2335

## Business Notices.

# CHRISTMAS!!

LANE CRAWFORD & CO.

ARE NOW MAKING THEIR ANNUAL SHOW OF

## NOVELTIES

## FANCY GOODS

SUITABLE FOR

## CHRISTMAS PRESENTS.

This Year's ASSORTMENT has been carefully Selected, from the Leading LONDON and PARIS HOUSES, and is the FINEST COLLECTION EVER SEEN IN HONGKONG.

PPPP RRRR ZZZZ SSSS TTTT  
PPPP RRRR ZZZZ SSSS TTTT  
PPPP RRRR ZZZZ SSSS TTTT  
PPPP RRRR ZZZZ SSSS TTTT

of all Kinds both USEFUL and ORNAMENTAL, and all of the Best Money Value.

FANCY CHINA ORNAMENTS,  
The Newest TABLE DECORATIONS,  
TABLE LAMPS WITH FANCY VASES,  
MENU and NAME TABLETS,  
FLOWER BASKETS and BOWLS.

## INLAID AND CARVED ONYX WARE

CABINET FRAMES, TOILET SETS, INKSTANDS and PAPER KNIVES,  
'TANTALUS' LOOK-UP SPIRIT FRAMES and PERFUME STANDS,  
DOVETAIL WARE, ORNATE WARE, IVORY WARE,  
DRESDEN WARE and ARTISTIC GLASS WARE.

Painted Mirror Cheval Screens in Brass Frames,  
Painted Mirror Panels in Plush Frames.  
ROSE PAINTED CHINA,  
PASSION FLOWER CHINA,  
FLORAL-FRAMED TABLE MIRRORS,  
NEW CRYSTAL ICE BOWLS,  
OUT GLASS PERFUME BOTTLES,  
PRETTY STATUETTES,  
CIGAR CABINETS,  
FANCY TABLE BELLS.

## ARTISTIC EMBOSSED LEATHER

IN A VARIETY OF USEFUL LITTLE PRESENTS, ALSO IN

MOROCCO, RUSSIAN, PERSIAN, IVORY LEATHER,  
ANTIQUE LEATHER AND PLUSH.

CIGAR and CIGARETTE CASES,  
PHOTOGRAPH and SCRAP ALBUMS,  
TABLE PORTRAIT STANDS,  
TOURIST and BOUDOIR WRITING CASES,  
DAVENPORT BLOTTING PADS,  
NOTE CASES and POCKET BOOKS,  
FITTED WORK COMPANIONS,  
CARD CASES and TABLETS.  
FITTED DRESSING BAGS,  
FITTED TRAVELLING BAGS,  
LADIES' JEWEL CASES,  
DESPATCH BOXES,  
NEW BIRTHDAY BOOKS,  
WORK BOOKS and BASKETS,  
SCISSORS in FANCY CASES,  
PURSES and SACHETS.

## LADIES' FANCY STATIONERY.

POCKET PENCILS and WATCH CHAINS. OPERA GLASSES.  
NEW LAMP SHADES. BOOK SLIDES.  
PAINTED PHOTOGRAPHS. PHOTOGRAPHIC VIEWS.

## The Newest Cabinet Photo-Frames.

A LARGE VARIETY OF

PRAYER BOOKS, HYMN BOOKS and CHURCH SERVICES.

HANDSOMELY BOUND PRESENTATION BOOKS,  
for Children or Adults.

## SMOKERS' SUNDRIES,

TOBACCO POUCHES. TOBACCO JARS.  
CIGAR CUTTERS. CIGAR LIGHTERS.  
Silver-Mounted Briar and Meerschaum Pipes.  
CIGAR and CIGARETTE HOLDERS in CASES.

## THE MANILAS.

(THE FINEST CIGAR possible to procure, in perfect condition.)

## CHRISTMAS & NEW YEAR CARDS.

AN ENTIRE NEW STOCK OF ELECTRO-PLATED WARE, including many Novelties and all of guaranteed First Class quality.—LANE, CRAWFORD & Co. beg to call special attention to this department: it is well worth a visit, and cannot be equalled by any other House in China or Japan.

FANCY UPHOLSTERY and FURNISHING DRAPERY. Ladies intending to purchase some useful presents should pay a visit to this department: all the new WINTER NOVELTIES have arrived and are well worthy of inspection.

## PRESENTATION LAWN TENNIS SETS.

IN-DOOR GAMES.

NEW SONGS & DANCE MUSIC.  
PRESENTS FOR THE YOUNGSTERS.

LANE, CRAWFORD & Co.

Hongkong, December 9, 1886.

See advertisements in the other local papers.

## Business Notices.

## KELLY & WALSH, LD.

HAVE RECEIVED  
CHRISTMAS NUMBER 'ILLUSTRATED NEWS,' containing a complete Novel by Boz Harte, entitled a 'Millionaire of Rough and Ready,' and large coloured Picture 'Little Miss Muffet.'  
XMAS NUMBER 'GRAPHIC,' containing a complete Novel by David Christie Murray, entitled 'Ball Dog and Butterfly,' and large coloured Picture 'Voices, Tally Ho!'  
XMAS No. ILLUSTRATED SPORTING and DRAMATIC NEWS.  
ILLUSTRATED LONDON NEWS ALMANACK 1887.  
IMPERIAL ENGLISH and CHINESE DIARY 1887; Foolscap size, 3 days to a page, interleaved with Blotting Paper; containing Customs Tariff for China, Postal Information, E. E. A. & U. T. Co.'s, and G. N. Co.'s Telegraph Rates, Chinese Holidays, and Festivals, Wages Table in Dollars and Taels—Price, \$1.  
IMPERIAL ENGLISH and CHINESE DATE BOOK 1887, superseding in get-up and legibility all Anglo-Chinese Date Books, previously issued—Price, 75 Cents.  
LETT'S DIARIES and DATE BOOKS.  
Boys' OWN ANNUAL—Girls' OWN ANNUAL—EVERY BOY'S MAGAZINE—EVERY GIRL'S MAGAZINE—HARPER'S YOUNG PEOPLE—CHATTERBOX—Children's FRIEND—Infant's MAGAZINE—LITTLE WIDE AWAKES, and all the best Children's VOICES FOR THE YEAR.  
KELLY & WALSH, LIMITED, HONGKONG. 2333

## W. POWELL & Co.

CHRISTMAS 1886.  
W. POWELL & Co. respectfully call attention to their LARGE and EXTENSIVE STOCK OF  
Toys! Toys!! Toys!!!  
TOYS of every description suitable for BOYS and GIRLS.  
Over 3-4 DOLLARS to select from.  
Special advantages offered to Purchasers of \$10.00 worth.  
CHRISTMAS TREE parcels \$10.00, \$15.00, \$20.00, \$25.00 made up and numbered in 24 hours' notice.  
W. POWELL & Co.  
Hongkong, December 15, 1886. 2376

## THE BON MARCHE.

(CHEAP MARKET).  
ADJOINING THE STAG HOTEL (NEAR DOCK).  
CONSISTING OF A STOCK OF FANCY and USEFUL ARTICLES,  
At Cash Prices and for Cash only.  
WATCHES,  
MUSICAL INSTRUMENTS,  
TOBACCOES,  
CIGARS,  
BOOKS,  
NOVELS,  
MUSIC,  
CLOCKS, and a varied Stock of FANCY GOODS of all kinds.  
BON MARCHE, next door to THE STAG HOTEL.  
Hongkong, September 8, 1886. 1739

## ROBERT LANG & Co.,

Tailors, Hatters, Shirtmakers & General Outfitters,  
QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

### ARE SHOWING

A CHOICE SELECTION OF  
**OVER COATINGS,**  
to which they INVITE the attention of  
their Customers.

### SPECIALTY

Superfine Black Cloth Dress Suit,  
\$30.00.

Hongkong, December 1, 1886. 2283

## Chas. J. Gaupp & Co.

HAVE JUST RECEIVED A SPLENDID SELECTION  
OF  
**DIAMOND & GOLD JEWELLERY**  
SUITABLE FOR

## CHRISTMAS AND NEW YEAR PRESENTS:

DIAMOND NECKLETS. DIAMOND RINGS.  
DIAMOND PENDANTS. DIAMOND SCARF RINGS.  
DIAMOND BRACELETS. DIAMOND SCARF PINS.  
DIAMOND BROOCHES. DIAMOND STUDS.  
DIAMOND BARRINGS. DIAMOND COLLAR BUTTONS.  
A Magnificent DIAMOND BROOCH LILY—Price, \$4,000.

A very Large Invoice of DIAMONDS, from  $\frac{1}{2}$  to 5 Carats.  
1st Class STONES specially selected and bought very favourably in PARIS.

GOLD NECKLETS. GOLD SCARF RINGS.  
GOLD LOCKETS. GOLD SCARF PINS.  
GOLD BRACELETS. GOLD SIGNET RINGS.  
GOLD BROOCHES. GOLD ALBERT CHAINS.  
GOLD BARRINGS. GOLD FENON CASES.  
GOLD LAOE PINS. GOLD SEALS & COMPASSES.

A very fine Selection of PEARL JEWELLERY—the Latest Novelties.

Gold and Silver WATCHES of the best quality in all large variety.

## GILT CARRIAGE and DRAWING-ROOM CLOCKS.

SILVER and ELECTRO-PLATED WARE by the best Manufacturers.

## SILVER RACE CUPS.

Hongkong, December 4, 1886. 2308

## Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.  
The ROOMS are spacious, well ventilated, and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.  
The HOTEL also contains handsome and comfortable Reception, Reading, Billiard and Smoking Rooms.  
The HOTEL is unsurpassed for comfort, convenience and quick service. Confidential languages are spoken.  
Messrs. DORABJEE & HING KEE,  
Proprietors.  
Hongkong, September 16, 1886. 1612

## Intimations.

### HONGKONG PUBLIC SCHOOL.

THE DISTRIBUTION OF PRIZES to the PUPILS of the above School will take place at St. PAUL'S College on WEDNESDAY, the 22nd Instant, at Noon.  
His Excellency the Administrator, has kindly consented to preside.  
The attendance of Parents, Friends, and those interested in education is invited.  
Hongkong, December 17, 1886. 2400

### HONGKONG AND CHINA GAS COMPANY, LIMITED.

THE Transfer BOOKS of this Company will be CLOSED from the 22nd Inst. until the 7th Proximo, both days inclusive.  
F. W. CROSS,  
Manager.  
Hongkong, December 17, 1886. 2398

### CANTON INSURANCE OFFICE, LIMITED.

#### NOTICE TO SHAREHOLDERS.

IN accordance with Section 120 of the Articles of Association, the General Agents, with Approval of the Consulting Committee, will on the 1st JANUARY, 1887, issue INTEREST WARRANTS of \$5 per SHARE, payable at the HONGKONG and SHANGHAI BANK, the same being at the Rate of 10 per Cent. per Annum on the Paid-up Capital of the Office for the year 1886, and Notice is hereby given that in Order that the same may be adjusted, the Transfer BOOKS of the Office will be CLOSED from the 18th to the 31st Instant, both days inclusive.

JARDINE, MATHESON & Co.,  
General Agents,  
CANTON INSURANCE OFFICE, LIMITED.  
Hongkong, December 16, 1886. 2386

### KUHN & Co's

JAPANESE ART TREASURES  
will shortly be  
EXHIBITED  
in Hongkong at the  
NEW PREMISES  
IN  
BANK BUILDINGS, opposite the HONGKONG HOTEL.  
Hongkong, December 14, 1886. 2375

## NOTICE.

THE Chief Rabbi in Jerusalem having commissioned RAHM GEDERLIA SHIR JOSHIMON to go abroad for the purpose of raising Subscriptions for the RAHMIE CHARITABLE FUND instituted to relieve the large numbers of starving Jews who took shelter in their motherland on being expelled from Russian Territory, RAHM GEDERLIA now appeals to the Charity of the Residents of Hongkong, and Shanghai and the other Coast Ports of China for liberal Donations to relieve the immediate wants of the Sufferers. Deeds of Humane Charity of this nature can only tend to bring the blessing of the Almighty on his creatures, and those whose tender-hearted feelings may lead them to condescend with the sufferers by the charity will find their own reward in the soothing reflection that they have done something towards alleviating the distress of their fellow creatures. Any Donations which may be given may be sent to Mr. E. OBADAYA, of Messrs. E. D. Sassoon & Co., who has been kind enough to undertake the collection.  
Hongkong, December 14, 1886. 2373

TENDERS are invited for the SUPPLY of One JUNK with STRAM POORELOR for Navigation on the Upper Red River, Tonkin.  
The proposed contract with descriptions, specification, etc., etc., and also a model of the Junk are kept at the Foreign Consulate, where further Particulars can be obtained by parties wishing to tender.  
J. RIGAREAU,  
Acting Consul for France.  
December 15th, 1886. 2384

## Notices to Consignees.

### FROM HAMBURG, PENANG AND SINGAPORE

THE Steamship *Lydia*, Captain Voss, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and stored at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained. Optional Cargo will be forwarded unless notice to the contrary be given before To-day, the 17th Instant, at Noon. Cargo remaining undelivered after the 23rd Instant will be subject to rent. No Claims will be admitted after the Goods have left our Godown.  
No Fire Insurance has been effected. Bills of Lading will be countersigned by SIEMSEN & Co., Agents.  
Hongkong, December 17, 1886. 2395

### STEAMSHIP AMAZONE.

### COMPAGNIE DES MESAGERIES MARITIMES.

#### NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo per above Steamer, are hereby informed that their Goods—with the exception of Opium, Treasure and Valuables—are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on, unless intimation is received from the Consignees before Noon To-day (Tuesday), requesting it to be landed here.  
Bills of Lading will be countersigned by the Undersigned.  
Goods remaining undelivered after Tuesday, the 21st December, at Noon, will be subject to rent.  
All Claims must be sent in to me on or before Thursday, the 23rd December, or they will not be recognized.  
No Fire Insurance has been effected.  
G. DE CHAMPEAUX,  
Agent.  
Hongkong, December 14, 1886. 2389



## Notices to Consignees.

**BEN LINE OF STEAMERS.**  
NOTICE TO CONSIGNEES.  
FROM LEITH, LONDON AND SINGAPORE.

THE Steamship *Benlue*, Captain Ross, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for CONSIGNMENT to the Undersigned, and to TAKE IMMEDIATE DELIVERY of their Goods from the above. Consignees of *RAILROAD IRON* are particularly requested to TAKE DELIVERY from the *Benlue* in their OWN BOATS, failing which the Captain will not be responsible for any mixing of different lots that may arise from otherwise discharging same.

The Steamship is berthed at the KOWLOON PIER, and any Cargo impeding her discharge will be landed into Godowns and stored at Consignees' risk and expense. Optional Cargo will be forwarded on, unless notice to the contrary be given before 4 p.m. To-day, the 17th Instant. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 24th Instant will be subject to rent. All Claims must reach us before 4 p.m. of the 27th Instant, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.  
Hongkong, December 17, 1886. 2104

**NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.**  
FROM SOERABAYA, SAMARANG, BATAVIA, SINGAPORE AND SAIGON.

THE Company's S.S. *Bantam* having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at the risk into Messrs. JARDINE, MATHESON & Co.'s Godowns, West Point, whence delivery may be obtained.

Cargo remaining undelivered after the 23rd Instant will be subject to rent. No Fire Insurance will be effected. Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Agents.  
Hongkong, December 16, 1886. 2304

## Shipping.

## Steamers.

**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
FOR SWATOW, AMOY & FOCHOW.  
The Co.'s Steamship *Chalce*, Capt. Gossard, will be despatched for the above Ports on SUNDAY, the 19th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAK & Co., General Managers.  
Hongkong, December 15, 1886. 2379

**STEAM TO SHANGHAI.**  
The P. & O. S. N. Co.'s Steamship *Kaiser-i-Hind*, will leave for the above place on SUNDAY, the 19th Instant, at Daylight.

E. L. WOODIN, Acting Superintendent.  
P. & O. S. N. Co.'s Office, Hongkong, December 17, 1886. 2401

**THE BEN LINE OF STEAMERS.**  
FOR YOKOHAMA AND KOBE.  
The British Steamer *Benlue*, Captain Ross, will be despatched as above on SUNDAY, the 19th Instant, at Daylight.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.  
Hongkong, December 17, 1886. 2403

**FOR SINGAPORE, HAYRE, AMSTERDAM AND HAMBURG, VIA SUEZ CANAL.**  
(Taking Cargo at through rates for NINGPO, CHEFOO, NEW CHIWANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Steamship *Nile*, Captain Peary, will be despatched for the above Ports on SUNDAY, the 19th Instant, at 4 p.m.

For Freight or Passage, apply to SIEMSEN & Co., Agents.  
Hongkong, December 12, 1886. 2368

**OCEAN STEAMSHIP COMPANY.**  
FOR SHANGHAI VIA AMOY.  
(Taking Cargo at through rates for NINGPO, CHEFOO, NEW CHIWANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Priam*, Captain Butler, will be despatched as above on SUNDAY, the 19th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, December 10, 1886. 2343

**NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.**  
FOR AMOY.  
The Co.'s Steamship *Pandora*, Capt. Schouten, will be despatched as above on MONDAY, the 20th Instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.  
Hongkong, December 15, 1886. 2337

## Shipping.

## Steamers.

**INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

FOR SHANGHAI.  
(Taking Cargo and Passengers at through rates for CHEFOO, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Indochine*, Captain Hoar, will be despatched as above on TUESDAY, the 21st Instant, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.  
Hongkong, December 17, 1886. 2398

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
FOR SYDNEY, MELBOURNE AND ADELAIDE.  
(Calling at PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)

The Steamship *Guthrie*, Capt. Smeaton, will be despatched for the above Ports on WEDNESDAY, the 22nd Instant, at Noon.

For Freight or Passage, apply to RUSSELL & Co., Agents.  
Hongkong, December 9, 1886. 2337

**OCEAN STEAMSHIP COMPANY.**  
FOR SHANGHAI VIA AMOY.  
(Taking Cargo at through rates for NINGPO, CHEFOO, NEW CHIWANG, TIENTSIN, HANKOW and Ports on the YANGTZE.)

The Co.'s Steamship *Stentor*, Capt. Edwards, will be despatched as above on FRIDAY, the 24th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, December 16, 1886. 2390

**FOR SINGAPORE, HAYRE AND HAMBURG, VIA SUEZ CANAL.**  
(Taking Cargo at through rates for ANTWERP, AMSTERDAM, ROTTERDAM, LONDON, LIVERPOOL and BREMEN.)

The Steamship *Thyphigula*, Captain Volkmann, will be despatched for the above Ports on MONDAY, the 27th Instant, at 10 a.m.

For Freight or Passage, apply to SIEMSEN & Co., Agents.  
Hongkong, December 17, 1886. 2399

**FOR LONDON VIA SUEZ CANAL.**  
The Steamship *Glenavon*, Captain Gasson, will be despatched as above on or about the 27th Instant.

This Steamer has superior Accommodation for Passengers and carries a Doctor and Stewards.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.  
Hongkong, December 17, 1886. 2405

**Sailing Vessels.**  
FOR NEW YORK.  
The 3/3 L.L. Amer. Schooner *Harrold*, TIBERTS, Master, will load here for the above Port, and will have quick dispatch.

For Freight, apply to RUSSELL & Co., Agents.  
Hongkong, December 6, 1886. 2321

**FOR SAN FRANCISCO.**  
The 3/3 L.L. Amer. Ship *Harrold*, TAYLOR, Master, will load here for the above Port, and will have quick dispatch.

For Freight, apply to RUSSELL & Co., Agents.  
Hongkong, December 4, 1886. 2310

**Not Responsible for Debts.**  
Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ADOLPH, German brig, Captain John Focke.—Schellhas & Co.  
AIRUB, British 3-masted schooner, Capt. B. Bright.—Master.

CLARE, British brig, Captain John Focke.—Schellhas & Co.  
ELSA, German brig, Capt. E. Schwarz.—Chinese.

KNOS, Master; American ship, Capt. J. T. Soula.—Master.

## Auctions.

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on MONDAY, the 20th December, 1886, at Noon, at the Messageries MARITIMES COMPANY'S Godowns, Praya Central, (For Account of whom it may Concern), THE FOLLOWING:

All more or less damaged by Sea Water, Ex S.S. *Saghalien*.  
F.L. (in dia.) No. 246, 1 Bale FILATURE A.B. 207/200—2 Bales HEMP.  
H.S. 925, 1 Bale WASTE SILK.  
B.N. (in dia.), 67—2 Bales WASTE SILK.

At 2 P.M. at the COSMOGRAPHIC DOCK, 275 Tons CARBIDE COAL, 70 Tons PALENT FUEL.

TERMS OF SALE.—Cash, before delivery in Bank Notes. All Lots with all faults and errors of description at Purchaser's risk on the fall of the hammer.

A STEAM LAUNCH will leave Pedder's Wharf at 1.30 p.m.  
J. M. ARMSTRONG, Auctioneer.  
Hongkong, December 13, 1886. 2361

**IN THE SUPREME COURT OF HONGKONG.**  
IN BANKRUPTCY.  
In the Matter of LEUNG LUNE PO, a Bankrupt.

**VALUABLE LEASEHOLD PROPERTY,** situate in BONHAM STRAND, Victoria, Hongkong.

**TO BE SOLD BY PUBLIC AUCTION, ON TUESDAY,** the 21st day of December, 1886, at 3 o'clock p.m., at the Premises, by Mr. J. M. ARMSTRONG, Auctioneer.

**ALL THAT PIECE OR PARCEL OF GROUND,** Situate lying and being at Victoria, known and registered in the LAND OFFICE as Section D of MARINE LOT No. 1. Together with all the RIGHTS, PRIVILEGES, ERECTIONS, and BUILDINGS thereon. The Premises are held for the residue of the term of 99 years created by an Indenture of Crown Lease of the whole of Marine Lot No. 1. Subject to the proportion of Crown Rent and subject also to an Indenture of Mortgage on the whole of Marine Lot No. 1 to secure \$100,000, of which \$11,000 of principal and an arrear of Interest and some other Monies are now due (the other Sections having been sold, and a payment made to the Mortgagee of \$80,000).

For Particulars of the Property, and Conditions of Sale, apply to C. EWENS, Solicitor, No. 45, Queen's Road; or to J. M. ARMSTRONG, Auctioneer.

Dated 15th December, 1886. 2385

## PUBLIC AUCTION.

MR. G. R. LAMBERT has received instructions to Sell by Public Auction, on THURSDAY, the 23rd day of December, 1886, at 3 o'clock p.m., at the Premises, A VALUABLE LEASEHOLD PROPERTY.

Situate in QUEEN'S ROAD CENTRAL, Victoria, Hongkong, being Portion of MARINE LOT No. 2, abutting on the North side thereof on Marine Lots Nos. 120 and 2B and measuring thereon 224 feet and 1 inch, or thereabouts, on the South side thereof on Queen's Road and measuring thereon 121 feet and 5 inches, or thereabouts, on the East side thereof on other portions of the said Marine Lot No. 2 and measuring thereon respectively 86 feet and 7 inches and 25 feet, or thereabouts, and on the West side thereof on Marine Lot No. 3 and measuring thereon 111 feet or thereabouts, which said Premises contain an Area of 15,535 square feet, and are intended to be registered in the LAND OFFICE as SECTION B of MARINE LOT No. 2, and are held for the unexpired residue of a term of 981 years.

The Property will be Sold in One Lot subject to all rights of way and to the Annual Payment of \$238.22, the proportion of Crown Rent payable in respect thereof and is Sold subject to the present Tenants of the Property remaining at their option until the 31st March, 1887, and the Purchaser will not be able to give them Notice to vacate the Premises before that date.

For Plan and further Particulars of the Property and Conditions of Sale, apply to WOTTON & DEACON, Solicitors for the Vendor, 36, Queen's Road, Hongkong; or to G. R. LAMBERT, Auctioneer, Hongkong.

Dated 10th December, 1886. 2349

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, on WEDNESDAY, the 23rd day of December, 1886, at Noon, (Unless previously Sold by Private Contract), THE BRITISH STEAMER *PARTIDGE*, of 444 Tons REGISTER, 71 H.P., built in 1884, and classed 100 A 1 at Lloyd's, as the then lies in this Harbour, with all her TACKLE and APPURTENANCES.

For further Particulars, apply to the CAPTAIN on Board; or to G. R. LAMBERT, Auctioneer.  
Hongkong, December 19, 1886. 2389

## Auctions.

## PUBLIC AUCTION.

OLD CHINESE PORCELAINS AND CURIOS.  
THE Undersigned has received instructions to Sell by Public Auction, on FRIDAY, the 24th December, 1886, at 2 p.m., at his Sales Rooms, Duddell Street, A VERY CHOICE and VALUABLE SELECTION OF

OLD CHINESE PORCELAINS AND CURIOS, Collected from MANDARIN'S HOUSES at the City of Peking and the Northern Provinces, and comprising:—

VERY FINE SPECIMENS OF PORCELAINS, &c., of the MING DYNASTY, the ROBINS OF KANG-HI, YUNG-KING and KANG-TUNG, as FIVE-COLOURED VASES, JARS, DISHES, BLUE and WHITE, SANSEI BUDS, FLAMES, DITTO, HAWTHORN JARS, BLUE, YELLOW and GREEN BOTTLES and JARS, AGATE BASINS, BIRD BATHS, JARS, OLD SINK ENGLAND, FINE BOWLS, FINE MING CRACKLE JARS and BASINS, BAMBOO CARVED, and OTHER CURIOS.

The above will be on view on Wednesday next, and Catalogues will be issued previous to the Sale.

TERMS OF SALE.—As customary.  
G. R. LAMBERT, Auctioneer.  
Hongkong, December 17, 1886. 2402

## Prospectus.

**THE HONGKONG HOTEL COMPANY, LIMITED.**  
ISSUE of \$200,000 Seven Dollars per Cent. MORTGAGE DEBENTURES of \$500 each, to be paid off on the 31st day of December, 1890.

Applications are invited for \$200,000 in \$7 per Cent. Mortgage Debentures of \$500 each. These Debentures are issued in order to repay the \$200,000 temporarily borrowed by the Company for the purchase of the property, presently mentioned.

The Company are doing a large and increasing business as Hotel Keepers and require an extension of their premises. They have accordingly agreed to purchase the block of buildings situate on the Praya, in the occupation of Messrs. Lohoff & Co., and registered in the Land Office as No. 7, for the price of \$192,500. This property measures on the North 108 feet 6 inches or thereabouts, on the South 104 feet or thereabouts, on the East 172 feet or thereabouts, and on the West 175 feet or thereabouts, and it is intended to erect without delay on the said premises a new wing for the Hotel at an estimated cost of not less than \$40,000.

The loan will be secured by a first charge on the said property, which, by a lease dated the 31st December, 1881, was deposited to Mr. F. W. Reimers for five years from that date at the annual rate of \$10,000, the Lessee paying in addition rates and taxes.

The Debentures will be issued at a premium of \$5 per centum for sums of \$500, and will be payable in interest and carrying interest from the 1st day of January 1887 at the rate of \$7 per centum per annum, payable quarterly on the 31st day of March, the 30th day of June, the 30th day of September and the 31st day of December. The interest on the Debentures will be paid in Hongkong and Shanghai Bank Corporation, Hongkong, or at any of its branches, at the current rate of exchange upon presentation of the coupons attached to the Debentures. The terms of subscription for each Debenture are as follows:—\$5 on application and the balance on allotment, to be paid in full on the 31st day of December, 1886.

Where no allotment is made the deposit will be returned in full without any deduction but without any interest, and where the number of Debentures allotted is less than the number applied for the surplus will be returned to the applicant on the 31st day of December, 1886.

The necessary Application Forms can be obtained from the Company's Secretary, or at the Hongkong Hotel.

Applications, to be accompanied with Banker's Receipts for Deposits, will be received by the Secretary up to 4 p.m. on the 27th day of December, 1886.

The form and conditions of the Debentures can be seen at the Hotel and at the Office of Messrs. WOTTON and DEACON, the Company's Solicitors.

By Order of the Board of Directors, L. HATSHILL, Secretary.  
Hongkong, 6th December, 1886. 2336

## To-day's Advertisements.

**OCEAN STEAMSHIP COMPANY.**  
FOR LONDON VIA SUEZ CANAL.  
The Departure of the Co.'s Steamship *Glenavon*, Captain HANNAH, for the above Ports, is POSTPONED till MONDAY, the 20th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.  
Hongkong, December 18, 1886. 2406

**NAVIGAZIONE GENERALE ITALIANA** (FIORIO & ROBERTO UNITED COMPANIES).  
STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN, AND GENOA.

(Taking Cargo at through rates to MADRAS, PERSIAN GULF, BAGDAD, AL MEDTER, JERUSALEM, ADRIATIC and LEVANTINE PORTS; ALEXANDRIA, GENOA, MARSEILLE, and also to BRUSSELS, LYONS, MONTREUIL, VALPARAISO and CALLAO.)

The Co.'s Steamship *D. Balduino*, Capt. G. DODD, will be despatched as above on THURSDAY, the 23rd Instant, at 3 p.m.

The Steamer has splendid Accommodation for Passengers and carries a Doctor and Stewards.

For further Particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.  
Hongkong, December 18, 1886. 2410

## To-day's Advertisements.

**FOR YOKOHAMA AND HIOGO.**  
The Steamship *Lydia*, Captain Voss, will be despatched for the above Ports on TUESDAY, the 21st Instant, at 10 a.m.

For Freight or Passage, apply to SIEMSEN & Co., Agents.  
Hongkong, December 18, 1886. 2408

**FOR KOBE AND NAGASAKI.**  
The Steamship *Asahiko*, Capt. REYNELL, will be despatched for the above Ports on TUESDAY, the 21st Instant, at 10 a.m.

For Freight or Passage, apply to SIEMSEN & Co., Agents.  
Hongkong, December 18, 1886. 2409

**AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BAHAMAS AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT and ADRIATIC PORTS.)

The Co.'s Steamship *Pandora*, Captain P. MEHTA, will be despatched as above on the 4th January, at Noon.

For further Particulars, regarding Freight and Passage, apply to the Agents of the Company, Praya Central.

O. BACHRAOH, Agent.  
Hongkong, December 18, 1886. 2407

## SHIPPING.

## ARRIVALS.

December 18 1886.  
*Zafra*, British steamer, 675, R. M. Talbot, Master, December 16, General—Russett & Co.

*Namor*, British steamer, 833, T. G. Peacock, Fochow December 14, Amoy 15, and Szechow 17, General.—DOUGLAS STEAMSHIP CO.

*Esper*, British gunboat, from Canton.  
*Meefio*, Chinese steamer, from Whampoa.  
*Ching Hock Kian*, British steamer, 950, Fred. Webb, Peking and Singapore Dec. 7, General.—BUS HIN CHAY.

*Waller Siegfried*, British barque, from Whampoa.  
*Lorne Dore*, British barque, from Whampoa.

*Hydaspes*, British steamer, 1,800, G. Scriver, Shanghai December 16, Mails and General.—P. & O. S. N. Co.

*Cairnora*, British steamer, 1,760, Pearce, Koh-i-chang December 9, Rice.—GRAN, LIVINGSTON & Co.

*Esia*, for Singapore.  
*Adela*, for Hongkong.  
*Livingston*, for Hongkong.  
*Deceitful*, for Saigon, Sapporo & Batavia.  
*Pormosa*, for Amoy and Nansai.  
*Meefio*, for Amoy and Shanghai.

**DEPARTURES.**  
December 18—  
*Esia*, for Singapore.  
*Adela*, for Hongkong.  
*Livingston*, for Hongkong.  
*Deceitful*, for Saigon, Sapporo & Batavia.  
*Pormosa*, for Amoy and Nansai.  
*Meefio*, for Amoy and Shanghai.

**DEPARTURES.**  
Per *Arratoon*, Master, for Singapore, Mr. E. B. Ellis, for Calcutta, Mr. J. N. Mody, for Penang, for Amoy, Lieut. Col. J. E. Dorer, for Tawantow, Mr. and Mrs. J. Manuel and children.  
Per *Adela*, for Hongkong, 10 Chinese.  
Per *Deceitful*, for Saigon, &c., 310 Chinese.

**TO DEPART.**  
Per *Signal*, for Hiohoo, 150 Chinese.  
Per *Peking* for Shanghai, 1 European, and 25 Chinese.  
Per *Esia*, for Coast Ports, 2 Europeans, and 230 Chinese.  
Per *Adela*, for Hiohoo, 30 Chinese.

**SHIPPING REPORTS.**  
The British steamer *Zafra* reports: Had strong monsoon with high sea, and moderating towards port.

The British steamer *Namor* reports: Left Fochow on the 14th inst. Amoy on the 15th, and Swatow on the 17th; a moderate moderate monsoon and fine weather throughout. In Fochow, H.M.S. *Midge*, and steamer *Glenavon*. In Amoy, steamer *Deceitful*. In Swatow, steamers *Almeida*, *Esia* and *Hiohoo*.

The British steamer *Cairnora* reports: Left Koh-i-chang at 8:10 a.m., Thursday 9th inst., and met with fine clear weather and light easterly winds, all the way to Fulo Ohi, which we passed at 3 a.m. on 11th inst. then to Cape Raduan and strong N.E. winds and high sea, which decreased, as ship made eastwards, and lasted moderate to light 15° north, when wind again increased to a hard gale with high sea, and squally weather until passing the *Paracels*; thereupon in lat. 21° north and finally clear weather to arrival.

**POST OFFICE NOTICES.**  
MAILS will close:—  
For SHANGHAI.  
Per *Peking*, at 9 a.m., on Sunday, the 19th inst., instead of as previously notified.

For AMOY.  
Per *Bantam*, at 11:30 a.m., on Monday, the 20th inst.

For AMOY AND MANILA.  
Per *Zafra*, at 4:30 p.m., on Monday, the 20th inst.

## POST OFFICE NOTICES.

## MAILS will close:—

For YOKOHAMA.  
Per *Lydia*, at 9:30 a.m., on Tuesday, the 21st inst.

For KOBE & NAGASAKI.  
Per *Asahiko*, at 9:30 a.m., on Tuesday, the 21st inst.

For SHANGHAI.  
Per *Fochow*, at 2:30 p.m., on Tuesday, the 21st inst.

For SINGAPORE.  
Per *Esia*, at 3:30 p.m., on Tuesday, the 21st inst.

For AMOY & MANILA.  
Per *Don Juan*, at 5 p.m., on Wednesday, the 22nd inst.

For NAGASAKI, KOBE & YOKOHAMA.  
Per *Esia*, at 5 p.m., on Thursday, the 23rd inst.

For SINGAPORE.  
Per *Esia*, at 9:30 a.m., on Monday, the 27th inst.

**MAILS BY THE BRITISH PACKET.**  
The British Contract Packet *Hydaspes* will be despatched on TUESDAY, the 21st December, with Mails for the United Kingdom, Europe, and places beyond, via Naples, to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, the Australian Colonies, Pondicherry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

**MAILS BY THE FRENCH PACKET.**  
The French Contract Packet *Amazon* will be despatched on TUESDAY, the 28th instant, with Mails for the United Kingdom, Europe, and places beyond, via Naples, to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, the Australian Colonies, Pondicherry, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

**THE ENGLISH MAIL.**  
The following hours are observed in closing Mails, &c., by the British Contract Packet:—  
Day of departure.  
1. 9 a.m.—Money Order Office closes.  
2. 10 a.m.—Registry of Letters ceases.  
3. 11 a.m.—Posting of all printed matter and patterns ceases.  
4. 12 noon.—Mail closed, except for Late Letters.  
5. 12 noon.—Late Letters may be posted with Late Fee of 10 cents until time of departure.

**THE FRENCH MAIL.**  
The following hours are observed in closing Mails, &c., by the French Contract Packet:—  
Day before departure.  
1. 5 p.m.—



The annual distribution of prizes at St. Paul's College will take place on Wednesday next, at noon. H.E. the Acting Governor will preside.

The captain's good-service pension of 160l. a year, vacant by the retirement of Capt. George Parsons, has been awarded to Capt. George Digby Morant, at present Commandant of this Station.

By kind permission of Captain Haveron, Divine Service will be held to-morrow, at eleven o'clock, on board the American barque *Hayfin Brown*, by the Rev. A. G. Goldsmith, Seamen's Chaplain. The Bethel flag will be hoisted.

The *Yongli*, with the French mail of November 19, was to leave Singapore to-day, the 18th inst., at 5 p.m., and may be expected here on or about Sunday, the 26th inst. This packet brings replies to letters despatched from Hongkong on October 12th.

Sir Robert Hart, Director-General of Chinese Customs, will (according to a Reuter's telegram from Lisbon published in the home papers) act as Chinese Plenipotentiary in the negotiations for the conclusion of a treaty between China and Portugal in regard to the Portuguese territory of Macao.

The *Pegasus*, a composite sloop, Commander Farquhar, arrived in Plymouth Sound from the China Station on the 8th November to pay off. The ship had been on the China Station several years, having been re-commissioned at Hong Kong on Feb. 24, 1884. The *Pegasus* was to be paid off at Plymouth.

Admiral Sir G. Wiles, Commander-in-Chief at Portsmouth, and who was Admiral on this station two commands ago, speaking at the Mayor's banquet, said that he would have believed a week ago that a torpedo would destroy such a ship as the *Trafalgar*, which was now being built at the cost of a million. But the experiments with the *Resistance* showed that a torpedo could not blow up a ship, while a ship with her nets out could not be touched.

By kind permission of Colonel Anderson and the Officers of the 2nd Northamptonshire Regiment, their regimental band will play in the Gardens, to-morrow, the 19th instant, from 3.30 till 5 p.m. The following will be the programme:—

At a regular meeting of the Perseverance Lodge of Freemasons, held on Thursday evening, Bro. E. Maclean was installed as Wor. Master by Very Wor. Bro. Dr. Adams, D.D.G.M., assisted by Grand Lodge officers. Wor. Bro. Maclean afterwards invested his officers as follows:—

This annual meeting of the District Grand Lodge of Freemasons of Hongkong and South China was held last night, when there were present Very Wor. Bro. Adams, M.D., Deputy District Grand Master, a goodly number of the members of the Grand Lodge, and a large number of visiting brethren. Dr. Adams, as Deputy for the District Grand Master (Right Wor. Bro. C. P. Chatter), presided, and invested the officers appointed. Wor. Bro. G. C. Cox was unanimously elected Treasurer, and Wor. Bros. Paul Jordan and Major Cochrane were elected unofficial members of the Board of General Purposes. In the course of an address, reviewing the masonic history of the past year, the Deputy District Master paid a very warm tribute to the late deceased Brother J. T. Clutter, brother of the District Grand Master.

The following are the officers appointed, and those who were present:—

Wor. Bro. G. L. Gordon, D.G. Senior Warden.  
Wm. Denny, D.G. Junior Warden.  
J. W. Denny, D.G. Senior Warden.  
J. W. Denny, D.G. Junior Warden.  
J. W. Denny, D.G. Senior Warden.  
J. W. Denny, D.G. Junior Warden.  
J. W. Denny, D.G. Senior Warden.  
J. W. Denny, D.G. Junior Warden.  
J. W. Denny, D.G. Senior Warden.  
J. W. Denny, D.G. Junior Warden.

A queer improvement is reported from Amsterdam in the diamond trade, the stock of cut stones having been considerably reduced by purchases from America. The stones bought are destined, it is said, for export to Japan and China, in which countries the ladies of the wealthy classes have lately taken to the fashion of wearing diamonds.

Says the *Overland Mail*:—The news that the Government was contemplating the abandonment of Fort Hamilton has excited general consternation. Whatever may be the opinion of the naval veterans on the China station, the public is not inclined, after all the trouble taken by Sir Harry Parkes to get the place, and in view of the strong political reasons which the Times has again urged with great ability to give up this important foothold to Russia. Captain Fidler has written a timely reminder that since the Canadian Government has determined to open the direct trade with China and Japan from Vancouver, the advantage of such a position should not be given up.

Sir Hercules Robinson, Governor of Cape Colony, was to leave for Mauritius by the *Majesty* ship *Raleigh* on Oct. 23, and would probably return to Cape Town in about seven weeks.

### VICTORIA REGATTA.

THIRTY-FIRST MEETING.

Patron:—His Excellency W. H. Marsh, C.M.G.  
Vice-Patrons:—His Excellency Vice-Admiral Vesey Hamilton, C.B., R.N.; His Excellency Major-General Cameron, C.B.; The Honourable Sir George Phillips, Knt.; Commander Murray, R.N.; The Honourable Mr. Deane, Esq.; D. Gillic, Esq.; Major-General Gordon; Captain Harris, M.S.; H. Hopkins, Esq.; E. H. M. Huntington, Esq.; N. G. Mitchell-Lewis, Esq.; Commander McQueen, R.N.; G. Stewart, Esq.; Colonel Storer, R.E.; Honourable H. G. Thomsen, M.P.

Committee:—Honourable A. P. MacEwen, (Chairman); G. D. Bunting, Esq.; A. Denison, Esq.; P. G. Gillic, Esq.; J. I. Hughes, Esq.; F. Koch, Esq.; J. Sampson, Esq.; C. H. Thompson, Esq.; Hon. Secretary:—J. H. Stewart Lockhart, Esq.  
Hon. Treasurer:—R. T. Wright, Esq.  
Jury of the Rowing Races:—Commander Rumney, R.N., and A. R. Travers, Esq.  
Jury of the Sailing Races:—Hon. J. MacEwen, and E. I. Woodin, Esq.; Yachts and Open Sailing Boats, W. H. Ray, Esq.; and E. Burrie, Esq.  
Jury of the Swimming Races:—Lieut. Keigwin, R.N.

The Regatta for 1886 was brought to a most successful conclusion to-day. On the whole the Regatta has been enjoyable to those spectators who cared to face the rather cold breeze which has been blowing across the harbour for the past few days; and though from a rower's point of view it has not been so successful as might have been wished, it has produced some excellent sport and has excited an unusual amount of healthy muscular rivalry. To-day's proceedings have been particularly interesting and included two of the grandest and keenest competitions of the meeting. At the conclusion of the sports, the prizes were presented to the successful rowers and sailors on board the Flagship, by Mrs. MacEwen, wife of the Chairman of the Recreation Club, in the presence of H. E. the Acting Governor, a sprinkling of ladies and a full muster of competitors. As each prize was presented, cheers were given for the winner and the band of the Regiment played a bar of 'See the Conquering Hero.' Some of the cups were very handsome, especially the Jackson Cup. The International Challenge Cup, a massive piece of silver plate, again becomes the sole property of the Scotch. At the conclusion of the presentation, three cheers were given for Mrs. MacEwen, the Ladies, the Acting Governor, Admiral Hamilton, the Chairman, and Secretary.

Every praise is due to the Committee and the gentlemen who acted as Judges, &c. They carried out their duties in some cases onerous duties, with satisfaction to all. Mr. Stewart Lockhart, the honorary secretary, on whom the main burden of the work has fallen, deserves especial praise, for he has worked loyally and earnestly throughout to make the Regatta a success.

It will be remembered that on the first day there was a dispute about the result of the 7th Race, for men-of-war cutters. The *Monocacy*'s boat was said to have won on time allowance, but the *Rambler*'s boat claimed a foul. The judges and umpire, after consideration, allowed the prize to the *Rambler*. It was then arranged that the two boats should pull again to-day for an extra prize and intimation of this decision was given to the *Monocacy*. A letter, however, was received early this morning by the Secretary of the Club stating that the *Monocacy*'s boat declined to row again.

The following is a description of to-day's races:—

THIRD DAY.  
Saturday, 18th December, 1886.  
1st Race:—12.30 p.m.—Extra Race. For Canton Four, (Open to Griffs and Rowers not picked in the other Club Races). Distance, One Mile.

Thistle.  
Station No. 1.—White, Blue Stripes, and Blue Cross.  
Bow, G. E. Holworthy. 9st. 11lbs.  
No. 2, R. D. Tata. 9st. 7lbs.  
No. 3, J. T. Lammert. 11st. 0lbs.  
No. 4, W. Lohmann. 11st. 0lbs.  
Cox, M. Fredericks. 6st. 6lbs.

Korumbine.  
Station No. 2.—White and Blue, with Blue Cross.  
Bow, G. L. Duncan. 10st. 5lbs.  
No. 2, G. H. Swales. 10st. 5lbs.  
No. 3, S. Legge. 11st. 1lb.  
Cox, G. A. Caldwell. 8st. 11lbs.

Leek.  
Station No. 3.—White with Red Sash.  
Bow, E. B. Shepherd. 10st. 0lbs.  
No. 2, J. A. Fredericks. 10st. 7lbs.  
No. 3, C. A. Cornish. 10st. 10lbs.  
Stroke, L. B. Connor. 10st. 12lbs.  
Cox, J. Wallace. 8st. 8lbs.

Connor's boat, the *Leek*, was again a long way the favourite; Kew's boat, the *Korumbine*, being next in favour. The *Thistle* was never supposed to have the slightest chance. After the boats were once out—there was a good deal of delay in getting the boats out—a start was quickly effected. The *Thistle* made a very bad start, and before many lengths had been covered it was a good length behind the other two. Connor set a strong stroke right from the start and his boat was soon in a leading position, and the race soon resolved itself into

a procession, and before the half-mile post was reached, the *Leek* was more than two lengths ahead of the *Korumbine*, which was about the same distance ahead of the *Thistle*. Though Kew, who pulled a very even and elegant stroke all through, made a bold effort after the half-mile post was passed to pull up the lee way, the stronger stroke of Connor, who also pulls a very neat stroke, kept the *Leek* well in front, and when the race finished, Connor's boat was from four to five lengths ahead. The *Thistle* finished about the same distance behind the *Korumbine*. Official time, 6 min. 52 sec.; the time was also given as 6 min. 49 sec. The fast time was due to a strong tide being in favour of the rowers, while the breeze was also with them.

2nd Race:—1.00 p.m.—FOR MERCHANT VESSELS' GIGS. Distance, One Mile. Entrance \$1. First Prize, \$15; Second, \$5.  
No entries were made for this race.

3rd Race:—1.30 p.m.—PROFESSIONAL CUT. (Open to crews composed of Professional, Mercantile, and Trades-Fours). Distance, One Mile. Entrance, \$10.  
No entries were made for this race.

Station No. 1.—Blue and White Jersey.  
Bow, C. H. W. Kew. 9st. 8lbs.  
No. 2, T. Glass. 11st. 0lbs.  
No. 3, D. Kennedy. 12st. 8lbs.  
Stroke, R. Goodall. 12st. 5lbs.  
Cox, W. Stopani. 6st. 4lbs.

Station No. 2.—Blue and White.  
Bow, G. C. G. Master. 10st. 12lbs.  
No. 2, A. Denison. 11st. 0lbs.  
No. 3, J. H. Stewart Lockhart. 12st. 4lbs.  
Stroke, H. F. Hayler. 11st. 6lbs.  
Cox, Wallace. 6st. 4lbs.

Station No. 3.—Light-blue and White.  
Bow, A. Tinsman. 11st. 3lbs.  
No. 2, F. C. Wilford. 10st. 9lbs.  
No. 3, O. S. Barff. 11st. 9lbs.  
Stroke, E. Friedrichs. 13st. 2lbs.  
Cox, G. A. Caldwell. 8st. 11lbs.

Station No. 4.—Yellow and Black.  
Bow, C. E. Lawrie. 10st. 8lbs.  
No. 2, G. Bramwell. 12st. 0lbs.  
No. 3, Major Ellis. 12st. 4lbs.  
Stroke, H. N. Thompson. 12st. 10lbs.  
Cox, W. Stopani. 6st. 4lbs.

The 'Trades' were represented in the Regatta, and consisted of a photographer's clerk, an engineer, a veterinary surgeon, and a watchmaker; the Merchants, by three assistants in a mercantile office and a salesman; the Mixed professions, by a solicitor, a civil engineer, a civil servant, and an inspector of buildings; and the 'Military,' by two lieutenants, a major, and a surgeon. Popular favour was almost equally divided in favour of Goodall's and Thompson's crew, and looking to the composition of the two crews, a magnificent struggle was anticipated. Both strokes had already made substantial reputations, but Thompson was reputed to have the most spirit. As it turned out, one of the finest struggles ever seen at a Hongkong Regatta was witnessed, but not between the crews which were expected to contest for the prize, one of the favourites unexpectedly collapsing before half the distance had been covered. A fine start was effected, and for the first third of a mile, the four boats kept well in line, the military crew, if anything, being a short way behind. After this, up to near the half-mile post, the boats took the lead alternately, but only for a length or two at a time. Then, the *Rose* showed signs of flagging, and the *Korumbine* also began to fall behind, and it was evident that the race lay between the mixed professions crew and the military. At the half-mile post, the military had placed themselves within a quarter of a length of the leaders, and at the Wharves, before reaching which the 'Trades' had stopped rowing and the 'Merchants' were practically out of the race, they were scarcely an eighth of a length behind. From this point, the boats rowed stroke for stroke, amidst the greatest excitement, the cheering by the partisans of each crew being vociferous, until the end; the race resulting in the *Victoria* finishing three feet in front of the *Shamrock*. Official time, 6 min. 37 sec.; on the Secretary's launch it was taken as 6 min. 34 sec.

4th Race:—2.00 p.m.—TO BE ROWED IN GIGS. (Open to Naval and Military Officers of all Nationalities). Distance, One Mile. Time for Cars.  
There were no entries.

5th Race:—2.30 p.m.—GARRISON CUP. For Four Cars. Distance, One Mile.  
Station No. 1.—THISTLE.  
Bow, E. W. Rutter. 10st. 0lbs.  
No. 2, C. A. Cornish. 9st. 10lbs.  
No. 3, G. W. Lohmann. 11st. 9lbs.  
Stroke, E. Friedrichs. 13st. 2lbs.  
Cox, J. Wallace. 8st. 8lbs.

Station No. 2.—SHAMROCK.  
Bow, H. P. Wadman. 9st. 6lbs.  
No. 2, L. B. Connor. 10st. 12lbs.  
No. 3, A. Dunio. 11st. 0lbs.  
Stroke, F. Gimbale. 10st. 8lbs.  
Cox, White. 8st. 8lbs.

Station No. 3.—LEEK.  
Bow, E. B. Shepherd. 10st. 0lbs.  
No. 2, E. Osborn. 9st. 10lbs.  
No. 3, O. S. Barff. 11st. 9lbs.  
Stroke, T. Glass. 11st. 9lbs.  
Cox, Caldwell. 8st. 8lbs.

Station No. 4.—KORUMBINE.  
Bow, O. H. W. Kew. 9st. 8lbs.  
No. 2, A. Tinsman. 11st. 3lbs.  
No. 3, R. E. Withers. 11st. 2lbs.  
Stroke, G. Stewart. 12st. 0lbs.  
Cox, Sage. 8st. 8lbs.

Station No. 5.—ROSE.  
Bow, W. Parfitt. 10st. 6lbs.  
No. 2, G. C. G. Master. 10st. 12lbs.  
No. 3, D. Kennedy. 12st. 8lbs.  
Stroke, H. F. Hayler. 11st. 6lbs.  
Cox, Stopani. 6st. 4lbs.

Station No. 6.—VICTORIA.  
Bow, C. E. Holworthy. 9st. 11lbs.  
No. 2, F. C. Wilford. 10st. 9lbs.  
No. 3, J. H. Stewart Lockhart. 12st. 4lbs.  
Stroke, R. Goodall. 12st. 5lbs.  
Cox, Fredericks. 6st. 6lbs.

From the moment of the publication of the crews, Hayler was considered to have a certainty in this race, and his win in the previous race made him even more popular. After an extraordinarily lengthy delay, the boats were sent off on their journey fully an hour after the appointed time. All the boats kept well together until nearing the half-mile post, when Hayler and Goodall showed in front. From this point, the race was all Hayler's own, and he came in the earliest of winners, two lengths ahead, in 34 sec. A fine race for second place, between Grimble's, Glass' and Stewart's crew, resulted in Grimble finishing about a length ahead of Stewart, who until within a few boats' lengths from home had been behind Glass. The win was extremely popular. Friedrichs and Goodall gave up rowing when the half-mile had been passed.

The *Herzegovine*'s boat, which had the middle position at first, came to the front and passed the others by about a length, the *V. Emanuel*'s boat being a short distance in the rear. This relative position was kept for about a quarter of the course, when the *V. Emanuel*'s boat, which had the inner course, forged its way to the front and kept a short lead till the end. A keen race then took place between the other two boats for the second place. The crew of the *Wanderer*'s boat broke two oars during the course, but notwithstanding this they gained about a length in front of their opponents, and although many oars were made by the latter, the *Wanderer*'s men kept the second place and came in scarcely a length behind the first boat and fully a length in front of the *Herzegovine*'s boat. Time, 8 min. 50 sec.

An extra race was rowed for the benefit of the Northamptonshire Regiment. The four boats entered in the former race appeared at the starting point. The boat steered by Sergeant J. J. got the lead about the middle of the course and kept it till the end, winning by about two lengths. A very exciting race took place for the second position between the boats *Rennie* and *Forward*, manned by different companies of the Northamptonshire. Some distance before the winning post was reached the boat steered by Corporal Webb made a spurt and came in second.

EXTRA RACE.—Men-of-war's Boats. All Comers.  
Four boats entered for this race, viz.:—*Victor Emanuel*'s 13-oared cutter. *Audacious*'s 14-oared galley. *7-oared galley*. *6-oared galley*.  
At the outside No. 4 smashed an oar and was handicapped in the race. No. 3 also lost an oar but had a spare one ready and lost but little time. The 14-oared barge of the *Audacious* came to the front, followed hard by the 7-oared galley. Between these two a very exciting race took place. The galley seemed to have the advantage not far from the close, but the boat was wildly steered and lost much ground by cutting across the course. The barge therefore won easily, and the galley very nearly lost the second place, the *Victor Emanuel*'s 13-oared cutter coming up in fine style at the close.

7th Race:—3.30 p.m.—AMERICAN CUT. For Four Cars. Distance, One Mile. Entrance, \$10.  
Station No. 1.—Black and Gold.  
Bow, E. Osborn. 9st. 10lbs.  
No. 2, A. Tinsman. 11st. 3lbs.  
No. 3, D. Kennedy. 12st. 8lbs.  
Stroke, F. Gimbale. 10st. 8lbs.  
Cox, M. Fredericks. 6st. 6lbs.

Station No. 2.—Light-blue and White.  
Bow, E. W. Rutter. 10st. 0lbs.  
No. 2, P. D. Anderson. 12st. 0lbs.  
No. 3, J. H. Stewart Lockhart. 12st. 4lbs.  
Stroke, E. Friedrichs. 13st. 2lbs.  
Cox, J. Wallace. 8st. 8lbs.

Station No. 3.—White and Red Hoops.  
Bow, W. Parfitt. 10st. 6lbs.  
No. 2, E. B. Shepherd. 10st. 0lbs.  
No. 3, E. E. Withers. 11st. 2lbs.  
Stroke, T. Glass. 11st. 9lbs.  
Cox, Caldwell. 8st. 8lbs.

Station No. 4.—Blue and White.  
Bow, H. P. Wadman. 9st. 6lbs.  
No. 2, L. B. Connor. 10st. 12lbs.  
No. 3, A. Dunio. 11st. 0lbs.  
Stroke, F. Gimbale. 10st. 8lbs.  
Cox, White. 8st. 8lbs.

Station No. 5.—Yellow and Black.  
Bow, Major Ellis. 12st. 4lbs.  
No. 2, G. Bramwell. 12st. 0lbs.  
No. 3, H. Metcalfe. 14st. 7lbs.  
Stroke, H. N. Thompson. 12st. 10lbs.  
Cox, F. W. White. 6st. 4lbs.

The *Herzegovine*'s boat, which had the middle position at first, came to the front and passed the others by about a length, the *V. Emanuel*'s boat being a short distance in the rear. This relative position was kept for about a quarter of the course, when the *V. Emanuel*'s boat, which had the inner course, forged its way to the front and kept a short lead till the end. A keen race then took place between the other two boats for the second place. The crew of the *Wanderer*'s boat broke two oars during the course, but notwithstanding this they gained about a length in front of their opponents, and although many oars were made by the latter, the *Wanderer*'s men kept the second place and came in scarcely a length behind the first boat and fully a length in front of the *Herzegovine*'s boat. Time, 8 min. 50 sec.

An extra race was rowed for the benefit of the Northamptonshire Regiment. The four boats entered in the former race appeared at the starting point. The boat steered by Sergeant J. J. got the lead about the middle of the course and kept it till the end, winning by about two lengths. A very exciting race took place for the second position between the boats *Rennie* and *Forward*, manned by different companies of the Northamptonshire. Some distance before the winning post was reached the boat steered by Corporal Webb made a spurt and came in second.

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No. 2, A. Tinsman. 11st. 3lbs.  
No. 3, D. Kennedy. 12st. 8lbs.  
Stroke, F. Gimbale. 10st. 8lbs.  
Cox, M. Fredericks. 6st. 6lbs.

Station No. 2.—Light-blue and White.  
Bow, E. W. Rutter. 10st. 0lbs.  
No. 2, P. D. Anderson. 12st. 0lbs.  
No. 3, J. H. Stewart Lockhart. 12st. 4lbs.  
Stroke, E. Friedrichs. 13st. 2lbs.  
Cox, J. Wallace. 8st. 8lbs.

Station No. 3.—White and Red Hoops.  
Bow, W. Parfitt. 10st. 6lbs.  
No. 2, E. B. Shepherd. 10st. 0lbs.  
No. 3, E. E. Withers. 11st. 2lbs.  
Stroke, T. Glass. 11st. 9lbs.  
Cox, Caldwell. 8st. 8lbs.

Station No. 4.—Blue and White.  
Bow, H. P. Wadman. 9st. 6lbs.  
No. 2, L. B. Connor. 10st. 12lbs.  
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Cox, White. 8st. 8lbs.

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Cox, F. W. White. 6st. 4lbs.

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Cox, M. Fredericks. 6st. 6lbs.

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Stroke, T. Glass. 11st. 9lbs.  
Cox, Caldwell. 8st. 8lbs.

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## MACTAVISH AND THE QUEEN OF PHAEBE.

The following is taken from a recent edition of "Oleto Lays" issued from Edinburgh. Mactavish is found upon the head of this houseless man, with his thick of spirit and intellect. By the help of water and great St. Eilan the houseless man has died to the point of articulation speech:

First his nose he felt  
With a pinch of anemian,  
Then he thus remarked—  
I have seen a vision:

I shall tell you all  
That you may judge the fitness  
Of the things I saw:  
I have been the witness.

I had not consumed  
More than half a gallon,  
With Bory Oig McGraw  
And Angus son of Allan;  
And was a walking home  
In this same position,  
When my eyes beheld  
A beautiful apparition.

From a tuft of rushes  
Came a splendid figure,  
About a woman's height,  
Perhaps a little bigger.  
She was dressed in white,  
Her arms were somewhat hairy,  
And I knew at once  
It was the Queen of Phaebie.

Says she, "Forgive me!  
Let me taste your spirit,  
I have heard of you,  
Of your wonderful merits."  
I emptied out my flask  
And she gulped down to eat,  
Wishing it a cake,  
To drink would have been greater.

While she talked apart  
To women of the weather,  
My arm I round her put  
And brought her life together;  
But she jumped, quite angry,  
And dashed me with her pinions,  
Then flew off, I suppose,  
To seek her own dominions.

"Hail! hail! Oig! Oig, says I,  
She was very sorry;  
She met a little goat  
When coming up to see;  
On her horns were sticking  
The chiefest of the pinnet;  
Tid was in the work  
You may depend upon it!"

QUEER QUESTIONS.  
Says the Poet Mactavish:  
Not even Solomon with his wisdom,  
Nor Cagliostro with his crystal could be  
Of any service to many of our readers who have  
been good enough to submit questions  
to test the merits of Lord Trevelyan's Bureau  
of Universal Knowledge. Who can fathom  
the fables of computers? Let us take a  
few examples and tabulate them as curiosities.

What is the name of the latest inhabitant  
of Peking?

How many trees has Mr Gladstone felled  
in his life?

How many paving-stones are there in  
London?

How many tuns are there within the  
four-mile radius?

Kindly give the total number of clerks in  
the Railway Clearing House in debt, and  
who are liable at any time to be summoned  
before a county court judge.

Is it possible for the dead to rise at the  
Resurrection in the same body, as expressed  
by the Church, after that body has been  
crushed?

Please tell me the depth in the deepest  
place of the mud in the Great Salt Lake  
Desert?

How many panes of glass are there in  
windows in the whole of London?

Who was William the Conqueror's first  
bottler?

What is the degree of congeniality be-  
tween Mr Gladstone and Cain or Abel?

How many honest men are there in  
London?

How many stones have been thrown into  
the Serpentine river in Hyde Park this  
year by boys and girls?

What was the price charged for the first  
glass of ale publicly sold by the first licensed  
victualler granted a licence in England?

Explain the origin of evil.

The name of the first man who, 45,000  
years ago, built his own canoe and paddled it.

How many persons named Smith have  
been born in the world since 1718?

Where are the bones of the late General  
Gordon, the Hero of Khartoum?

How many milestones are there on the  
"Road to Ruin"?

Who was Pontius Pilate's great grand-  
mother's washing woman?

Where do all the pigs go to?

Are there any shell-fish at the source of  
the Congo?

Of course there are but a few of the  
choice shell-fish which we have sifted out.  
Lord Trevelyan has determined the qual-  
ity of the shell-fish which has been  
forwarded to him elsewhere. It may, how-  
ever, be amusing to give a few more in-  
stances of the ground which is traversed by  
computers.

"Slavery asks," "Who made the  
first shirt?" easily adding, "a simple  
question, but I don't believe it can be an-  
swered." It is curious to know how many  
ladies—misses—are anxious to ascertain the  
date of the end of the world. Married  
ladies, again, we find, ask Lord Trevelyan  
for information about the ailments of babies.

One craveller says—  
Name me the fabled, where she be,  
Who goes this island forth named by the sea;  
Name me the leaves, whose unvarnished side  
Bears Eilan's crest, whose door on door on door

Another asks, "How often Julius Caesar  
had the toothache?" and another, "Whether  
it is Lord Randolph's present intention to  
cultivate a beard?" A well-known official  
sends a noted riddle:

A man and not a man seeing and not see-  
ing a bird and not a bird acted on wood  
and not on wood hit it and did not hit it  
with a stone and not a stone.

Many are curious to know "how the Poet  
Mactavish obtained possession of the Be-  
sford Memorandum?" Others ask: "How  
many hairs are there on Mr Gladstone's  
head?" "How many effects have been  
sent to the Queen?" "How many times  
has any woman against her will been in  
company with her opinion is correct?"

To ascertain "how many inches the Em-  
peror of China measures round the chest"  
is only a matter of £ s d. It would be  
much more difficult to tell a Newnham  
Student "how to get a really good situ-  
ation as governess" or a well-qualified young  
country squire "how to obtain a suitable  
engagement in London without paying for it."

We scarcely like to print such ques-  
tions as "What is the present weight of  
the Queen?" "What is the superficial  
area of Mr Gladstone's collar?" One lady  
is anxious to know the "secret masonic  
sign." "Japhet" asks, "What is the reason  
that men's clothes are invariably made  
to button from left to right, and  
women's from right to left?" A favourite  
question is, "How many grains of sand are  
there on the shores of the world?" A group  
of which one questioner appends a footnote  
as follows:

I confidently expect to receive a prize for  
the above. It is of the same nature as the  
task set by the wizard Michael Scott to a  
fend whom he had misled, and whom he  
was compelled to keep in constant employ-

ment. The Evil One performed with ease  
such trifles as bridging rapid rivers, splitting  
mountains into three peaks, &c., but at last  
Michael set him to making a rope out of  
every grain of sand, and he is said to be at  
it yet. Now, what was good enough for a  
devil should, I think, be good enough for  
Lord Trevelyan.

With one more question we will wind up.  
It is: "Do eels suffer pain from being skinned  
alive?" This, as our correspondent  
says, is a very curious and interesting ques-  
tion, for after eels are skinned they do not  
appear to wriggle about more than they did  
before they were skinned, thus apparently  
not suffering much from being deprived of  
their epidermis. It is not well established  
that no one would purchase dead eels? Con-  
sequently it is presumable that eels may be  
skinned, cooked, and eaten, independently  
of the adjudication of the "Crucity to  
Animals Society."

WHAT TO DO WITH OUR BOYS.  
In the course of an article recommending  
the diplomatic and consular services as an  
outlet for "Our Boys," i.e., English boys,  
Truth says:

As I have remarked already, the Consider  
service in China, Japan, Siam, Turkey, and  
Persia is recruited by open competition, to  
which all classes are eligible. In times  
past Mamma would have shuddered with  
horror at the bare idea of Tommy or Harry  
being sent to Canton or Shanghai. But  
to-day it is otherwise. Improved com-  
munications and the progress of civilisation  
have considerably tended to modify the  
prejudice of such a service, and the young  
gentleman begins to recognise that Tommy  
and Harry might do worse. Here, then, are  
the prospects for a boy who is willing to go  
to China or Japan. In Japan, he must  
not be under eighteen or over twenty-four  
years of age, and he must be unmarried.

He must pay no fee for the Civil Service  
Commissioners, and he is then eligible to  
compete, when an examination is  
announced, for Student Interpreterships.  
The examination is somewhat severe, and  
the competition brisk; but assuming  
the boy is successful, he is provided  
with a salary of £4 to £5 a year, and he  
or Yello, as the case may be, is the  
choice depends upon his order of  
merit in the examination—and a salary  
of £200 a year, which commences ten days  
before he leaves England. At Peking or  
Yello he is given free quarters, and instructed  
in the vernacular. In a couple of years  
he will probably be sent as assistant  
to one of the Consulates at the Treaty Ports.  
Here he will get another £100 a year. His  
future progress then depends mainly on  
himself. If he obtains an immediate  
indulgence in the school, and does a  
few more good things, he will have a chance  
that he will, in the course of seventeen  
years from his first entry into the service,  
have risen to the rank of Consul, with  
seven or eight hundred a year. In China  
there are at present about sixteen  
Consulates, varying from £700 to £1,500 a  
year, but the average of one of these  
posts is about £900 a year and free quarters.

There are altogether about sixty men in  
the China service, and the respective ranks,  
ascending the scale, are Students, As-  
sistants, Vice-Consuls, and Consuls. The  
Vice-Consuls at Shanghai and Whampoa  
are better paid, however, than the Consuls  
at Chefoo, Chinkiang, and Yulu. Which  
appears rather an anomaly at first sight.  
In Japan the service is pretty much  
on the same lines, though smaller, con-  
sisting as it does of seventeen only, of all  
ranks. The mean value of a Consulate is  
here about £600 a year, but the pre-  
sent occupants of these posts have reached  
them on an average of fourteen years' ser-  
vice. Climatic and other considerations,  
therefore, render Japan preferable to China.

In both countries, however, two years' ser-  
vice is allowed to reckon for three at nearly  
every post. It will accordingly be seen  
that the opening is not by any means a bad  
one for a young man with brains and en-  
ergy, especially if his place in the examination  
gives him the option to choose Japan in  
preference to China.

WE SHOULD BLOT OUT DISEASE  
IN ITS EARLY STAGES.  
The disease commences with a slight de-  
rangement of the stomach, but, if neglected,  
it rapidly involves the whole frame, en-  
fering the kidneys, liver, pancreas, and  
the fat entire glandular system; and the  
afflicted drags out a miserable existence  
until death gives relief from suffering.

The disease is often mistaken for other  
complaints, but if the reader will ask him-  
self the following questions he will be able  
to determine whether he himself is one of  
the afflicted:—Have I distress, pain, or  
difficulty in breathing after eating? Is  
there a dull, heavy feeling, attended by  
drowsiness? Have the eyes a yellow tinge?  
Does a slight shivering come over the  
limbs and teeth in the mornings, accom-  
panied by disagreeable taste? Is the tongue  
coated? Is there pain in the sides and back?  
Is there a fullness about the right side as  
if the liver were enlarged? Is there costiveness?  
Is there vertigo or dizziness when  
rising suddenly from an horizontal position?  
Are the secretions from the kidneys  
highly coloured, with a deposit after stand-  
ing? Does food ferment soon after eat-  
ing, accompanied by flatulence or belching  
of gas from the stomach? Is there fre-  
quent palpitation of the heart? These  
symptoms, if not taken away by means of  
one time, but they torment the sufferer in  
turn as the dreadful disease progresses. If  
the case be one of long standing, there will  
be a dry, hacking cough, attended after a  
time by expectoration. In very advanced  
stages the skin assumes a dirty brownish  
appearance, and small quantities of urine  
covered by a cloudy sticky perspiration.

As the liver and kidneys become more and  
more diseased, rheumatic pains appear, and  
the usual treatment proves entirely unavailing  
against the latter agonising disorder.

The origin of this malady is indigestion or  
syphilis, and a small quantity of the  
proper medicine will remove the disease if  
taken in its incipient stage. It is most im-  
portant that the disease should be promptly  
treated in its first stages, when a little  
medicine will effect a cure, and even when  
it has obtained a strong hold the correct  
remedy should be given, and the sufferer  
residue of the disease eradicated, until  
the appetite has returned, and the digestive  
organs restored to a healthy condition.

The surest and most effectual remedy for  
this distressing complaint is "Seigel's Curative  
Syrup," a vegetable preparation sold  
by all chemists, and medicine vendors  
throughout the world, and by the proprie-  
tors, A. J. White, Limited, London, E.C.

This Syrup strikes at the very founda-  
tion of the disease, and drives it, root and  
branch, out of the system. Ask your  
chemist for Seigel's Curative Syrup.

"Easton's Balm," Cambridge-st.,  
London, E.C., July 24th, 1882.

"Sir, It gives me great pleasure to be  
able to add my testimony in favour of your  
valuable Syrup as a curative agent. I had  
suffered for some length of time from a  
severe form of indigestion, and the long  
train of distressing symptoms following that  
disease. I had tried all possible means to  
get relief, by seeking the best medical ad-  
vice. I had swallowed sufficient of their  
stuff to float a man-of-war, so to speak, but  
it did no avail. A friend of mine, coming  
on the scene in the midst of my sufferings,

brought with him a bottle of your Seigel  
Syrup; he advised me to try it, stating he  
felt confident it would benefit me. Being  
weary of trying so many drugs, I con-  
demned it before trial, thinking it could not  
possibly do me any good, but ultimately de-  
termined to take the Syrup. After doing so  
for a short time it worked such a change in  
me that I continued taking it for nearly  
two months, and I then felt thoroughly  
cured, for I have discontinued its use for  
five weeks, and feel in the best of health,  
and can partake any kind of food with ease  
and comfort. I am therefore thankful to  
you that, through the instrumentality of  
your valuable medicine, I am restored to  
the state of health I now enjoy.—Yours  
truly,  
"W. S. FORSTER."

"To Mr A. J. White.  
Those who put in the 'Asthma Remedy'  
should lose no time in obtaining relief by  
the use of 'The Rosinweed Tar Mixture,'  
but do not use the medicine unless you will  
follow all the directions 'to the letter.'"  
Poor Asthma sufferers, who are strangers to  
"The Rosinweed Tar Mixture," who are  
tried Nature's sweet roaster, balm  
of life, should make use of "The Rosinweed  
Tar Mixture." Quick refreshing sleep will  
follow its use.

"Waterloo House, London S.W., Chiswick,  
February 17th, 1882.  
Messrs White and Co., London.

"Gentlemen,—I am with great pleasure  
that I have had excellent health in  
every respect, and if ever I feel a headache  
coming on I take one dose of the Syrup,  
which arrests it. Hoping that this testi-  
mony may be the means of inducing others  
(who suffer as I used) to try the  
Syrup, as I feel sure they will receive  
speedy benefit and ultimately be cured, I  
beg to remain, yours faithfully,  
"A. H. HORTON."

Seigel's Operating Pills prevent ill effects  
from excess in eating or drinking. A good  
dose at bed-time renders a person fit for  
business in the morning. If you have  
Asthma use "The Rosinweed Tar Mixture."

CHINA COAST METEOROLOGICAL  
REGISTER.  
DECEMBER 16.—AT 4 P.M.

Station.	Barometer at sea level and 35 ft. high.	Thermometer at 5 ft. high.	Direction of wind.	Force.	Weather.
Manila.	29.92	80	W	1	c
Haiphong.	30.05	69	W	1	c
Hongkong.	30.18	59	E	3	b
Amoy.	30.23	62	SE	3	bf
Chefoo.	30.27	45	W	3	b
Shanghai.	30.27	45	W	3	b
Nagasaki.	30.27	45	W	3	b
Yokohama.	30.27	45	W	3	b

DECEMBER 17.—AT 10 A.M.

Station.	Barometer at sea level and 35 ft. high.	Thermometer at 5 ft. high.	Direction of wind.	Force.	Weather.
Manila.	30.01	71	SE	2	c
Haiphong.	30.14	67	SE	2	c
Hongkong.	30.28	60	E	4	b
Amoy.	30.30	60	E	4	b
Chefoo.	30.30	60	E	4	b
Shanghai.	30.30	60	E	4	b
Nagasaki.	30.30	60	E	4	b
Yokohama.	30.30	60	E	4	b

There does not appear to be any change  
in the height of the barometer, and  
gradients continue steep for N.E. winds. The  
temperature and the humidity are low and  
the weather is fine.

W. DORRICK,  
Government Astronomer,  
Hongkong Observatory, December 17.

1. BAROMETER, reduced to 32 degrees Fahrenheit,  
and to the level of the sea in inches, tenths  
and hundredths.

2. TEMPERATURE, in the shade in degrees  
Fahrenheit.

3. HUMIDITY, in percentage of saturation, the  
humidity of air saturated with moisture being  
100.

4. DIRECTION OF WIND, to two points.

5. FORCE OF WIND, according to Beaufort's  
Scale.

6. STATE OF WEATHER, by the sky, c, de-  
tached clouds; d, drizzling rain; f, fog; g, gloomy;  
h, hail; i, light rain; o, overcast; p, passing showers;  
s, squally; r, rain; s, snow; t, thunders; v, visibility;  
w, wind; x, in inches, tenths and hundredths.

7. RAIN, in inches, tenths and hundredths.

8. STATE OF WEATHER, by the sky, c, de-  
tached clouds; d, drizzling rain; f, fog; g, gloomy;  
h, hail; i, light rain; o, overcast; p, passing showers;  
s, squally; r, rain; s, snow; t, thunders; v, visibility;  
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w, wind; x, in inches, tenths and hundredths.

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